

The listing of the claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position, and wherein the springs are freely mounted, at least in the region of the hold-down device

~~characterised in that the springs are connected in series by means of the hold down device (136, 236).~~

Claim 2 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, wherein the spring system has rectilinear springs which are guided by hold-down devices radially to the main axis of rotation, which devices are connected to each other by means of a fly ring, wherein the fly ring is freely able to follow the springs at least over a small relative idling angle around the idling position,~~and wherein the springs are freely mounted, at least in the region of the hold-down device, characterised in that the springs are connected in series by means of the hold down device (136, 236).~~

Claim 3 (Currently Amended): A dual mass clutch flywheel that is able to rotate about a main axis of rotation and comprises two masses and a torsional vibration damper, which is capable of damping rotary vibrations by means of a spring damper device acting between the two masses, with a spring system and a damper system, wherein, in a load-free condition, both masses are able to rotate in an idling position about the main axis of rotation, and in the loaded condition are able to rotate against the spring-damper device about a main axis of rotation, offset by a relative angle to each other, characterised in that the spring system has springs (127; 227; 727; 827) which ~~are connected in series by means of the hold down device (136, 236) so that~~ under operating conditions, ~~they~~ do not rub radially outwards against components (125, 133; 225, 233; 725, 733; 825, 833) performing movements relative to the springs (127; 227; 727; 827).

Claim 4 (Currently Amended): The dual mass clutch flywheel according to Claim 1 ~~or 2, characterised in that~~ wherein the spring system applies less than 20%, in particular less than 10% of the maximum friction of the spring-damper device, compared to a damper system of the spring-damper device.

Claim 5 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the spring system (121; 221; 421) and the damper system (123; 223; 423) of the spring-damper device (119; 219; 419) are arranged on different radii of the main axis of rotation (129; 229, 429).

Claim 6 (Currently Amended): The dual mass clutch flywheel according to Claim 5, ~~characterised in that~~ wherein the damper system (123; 223) is arranged radially outwards.

Claim 7 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein plates (125; 233), which transmit torque from one of the two masses (103; 205) to a spring-damper device (119; 219) and are of dual design, consist of identical material with the same strength.

Claim 8 (Currently Amended): The dual mass clutch flywheel according to Claim 7, ~~characterised in that~~ wherein both plates (125; 233) are symmetrical.

Claim 9 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a flying spring plate (137;337) consists of identical material, with the same strength, to that of a primary side or secondary side plate (133; 333) which transmits torque from one of the two masses (105) to a spring-damper device (119).

Claim 10 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein components on which the springs rest, but from which they are raised in the peripheral direction during a relative movement of the two masses of a dual mass clutch flywheel, expand in the direction of the springs on their side lying radially outwards, starting from the side lying on the springs, so that ~~z~~they are separated from the springs in the radially outward direction during a relative movement of the two masses on the side on which these components are raised from the springs.

Claim 11 (Currently Amended): The dual mass clutch flywheel according to Claim 10, ~~characterised in that~~ wherein a saddle, on

which the springs are able to rest, being guided radially stably, is provided on the side of contact.

Claim 12 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a primary side spring plate (525) is designed as a membrane.

Claim 13 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein a component (633) of the secondary mass (605) transmitting a torque in the direction of the primary mass (603) is connected to the secondary plate (605) by means of a riveted joint (635) countersunk in the secondary plate (605).

Claim 14 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the secondary plate (605) is only machined on one side, preferably its side facing the primary mass (603).

Claim 15 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein at least one plate (425, 525) transmitting a torque interacts frictionally and directly with a friction element (443, 545).

Claim 16 (Currently Amended): The dual mass clutch flywheel according to Claim 15, ~~characterised in that~~ wherein the plate (425, 625) varies in the axial direction in a peripheral region in which the friction element (443, 545) can be found.

Claim 17 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein the hold-down devices (736, 836) each engage in a spring (727, 827) and/or pass through it from the inside.

Claim 18 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised in that~~ wherein it comprises spring arrangements

with a plurality of springs (27, 27A), wherein the inner springs (27A) are of bulbous design.

Claim 19 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ Claim 1, ~~characterised by~~ comprising a friction device, which has at least one frictional surface whose normal vector has an axial component.

Claim 20 (Currently Amended): The dual mass clutch flywheel according to Claim 19, ~~characterised in that~~ wherein the frictional surface is aligned essentially axially.

Claim 21 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ Claim 1, ~~characterised by~~ comprising a friction device which has at least one frictional surface which varies peripherally in the axial direction.

Claim 22 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises at

least two wedges (31, 41) which are secured to an axially circulating component, preferably on a pressure plate (44).

Claim 23 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of very naturally stiff materials.

Claim 24 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device which comprises friction wedges and/or friction ramps or friction ramp rings of friction lining materials.

Claim 25 (Currently Amended): The dual mass clutch flywheel according to ~~any one of the preceding claims~~ claim 1, ~~characterised by~~ comprising a friction device with a metal ramp ring (52, 425, 525).

Claim 26 (Currently Amended): A clutch with a clutch flywheel according to ~~any one of the preceding claims~~ claim 1,

and with a pressure plate and a friction disc that can be gripped by the pressure plate and the clutch flywheel.

Claim 27 (Currently Amended): A method for manufacturing a dual mass clutch flywheel, ~~characterised in that~~ wherein plates (125; 233) which transmit torque from one of the two masses (103; 205) to a spring-damper device (119; 219) and are of dual design are manufactured from one steel plate.

Claim 28 (Currently Amended): The method according to Claim 27, ~~characterised in that~~ wherein the two mouldings of the plates are connected to each other mirror symmetrically.

Claim 29 (Currently Amended): A method for manufacturing a dual mass clutch flywheel, ~~characterised in that~~ wherein a flying spring plate (337) and a primary side or secondary side plate (333), which transmits torque from one of the two masses to a spring-damper device, are manufactured from the identical region of a steel plate (300).

Claim 30 (Currently Amended): The method according to ~~any one of Claims 27 to 29~~ Claim 27, ~~characterised in that~~ wherein the secondary plate (615), after being cast, is only re-machined on a side facing an engine or the primary mass (603).

Claim 31 (Currently Amended): The method according to ~~any one of Claims 27 to 29~~ Claim 27, ~~characterised in that~~ wherein when the secondary plate (605) is connected to a component of the secondary mass (605) facing an engine or the primary mass (603), the dimension required is obtained from a point on the secondary plate (605) facing the engine or primary mass (603).